to operate nearly 16,760 seats/week. Delhi, Mumbai, Chennai, Kolkata, Hyderabad, Bangalore and 18 tourist destinations in India are available as points of call for the designated airlines of Singapore and Singapore is **a** point of call for the designated airlines of India.

(b) No, Sir.

(c) Does not arise.

Air service agreements with Belgium and Holland

2137. SHRIMATI N.P. DURGA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have updated its existing air services agreements with Belgium and Holland;

(b) if so, the details thereof; and

(c) the details of frequencies that are going to be operated.under the new agreements with Belgium and Holland?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The Air Services Agreements with Belgium and Holland were updated during the recently held bilateral talks with the respective Governments during May, 2005.

(c) In case of revised India-Holland Air Services Agreement, the designated airlines of both sides are now entitled to operate up to 14 services per week, which will be further increased to 21 services per week from Summer 2006 schedule. Similarly, under revised India-Belgium air services agreement, a maximum of 21 services/week can be operated by the designated airlines of both sides between the points in India and Belgium.

Operation of main runways at Mumbai and Delhi airports

2138. SHRI ANAND SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the main runways at Mumbai and Delhi International Airports have not been fully operational since August, 2005 leading to delays and disruption of flights; and

(b) if so, the factors responsible for the same and the period of unavailability of main runways at these airports during the year 2005?

THE MINISTER OF STATE OF THE MJNISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The main runways at Delhi and Mumbai airports have been fully operational, except during the period of heavy rains at Mumbai and due to an accident involving Air Sahara flight at Mumbai.

(b) Due to heavy rains at Mumbai from 26.7.2005 to 1.8.2005, runways at Mumbai airport were out of operations from 1329 hours on 26.7.2005 to 1930 hours on 27.7.2005. Thereafter, they **were** made operational without Instrument Landing System (ILS) facility. The facility of ILS was later on commissioned on 2.8.2005. On.9.10.2005, *Mis.* Air Sahara Boeing 737 aircraft overshot the available landing distance of runway 27/09 at Mumbai airport and ploughed into the soft ground beyound the runway end. The runway 27 was closed at 1920 hours 1ST on 9.10.2005 and secondary runway was made operational at about 1950 hours on the same day. Runway 27 was partially opened at 2315 hours 1ST on 9th October, 2005 itself. Further, runway 27 with reduced/revised declared distances (due to presence of aircraft as on obstruction) was made available at 2315 hours.However, the same could only be used on 13.10.2005 after calibration of ILS and first flight operated at 1127 hours. At Indira Gandhi International Airport, the main runway was closed for carrying out development works for enhancing runway capacity during 18.8.2005 to 6.11.2005 - 9.00 hours to 1600 hours and from 7.1.1.2005 to 30 11.2005 - 0800 hours. to 1630 hours. Secondary runways was available for operations during the closure period.

Losses due to floods

2139. SHRI. C. RAMACHANDRAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have made any assessment of the damage/loss suffered to the airlines industry due to recent floods and natural calamities in the country;

(b) if so, the details in this regard;

(c) the loss suffered by various airlines as a result thereof; and

(d) the steps taken by Government to deal with such a situation in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No, Sir. However? due to floods in-